

**FINAL RECOMMENDATION MEETING
OF THE
DOWNTOWN DESIGN REVIEW BOARD**

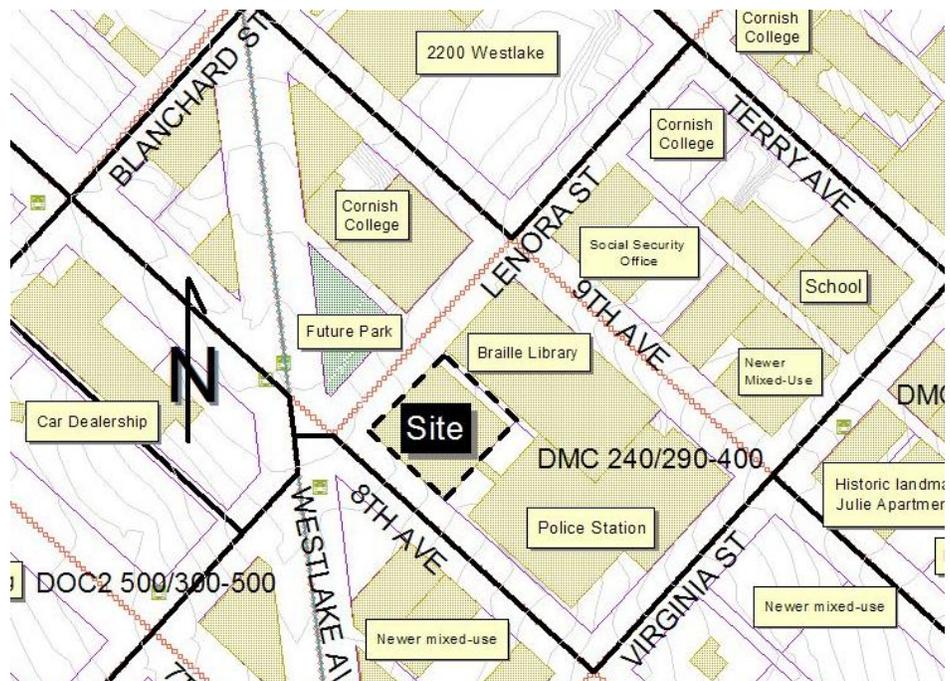
Meeting Date: June 22, 2010
Report Date: June 29, 2010

Project Number:	3010926
Address:	2030 8th Avenue
Applicant:	Patrick Foley, Lake Union Partners Seattle
Board members present:	Brian Scott, Chair Jan Frankina Gabe Grant Sheri Olson
Board members absent	Pragnesh Parikh (excused)
DPD staff present:	Shelley Bolser, Land Use Planner Bruce Rips, Acting Design Review Manager

SITE & VICINITY

The 15,360 square foot corner site is located on the corner of Lenora Street and 8th Avenue. A 1925 two story commercial building currently occupies the site.

The site is located in the Denny Triangle area north of downtown in a pedestrian-oriented area with frequent transit service (bus and streetcar). The subject property sits at a low point in the area, which slopes slightly up to the east and west.



For illustrative purposes only

The area is in the process of redevelopment, with several projects under construction or in the permitting process.

Several new mixed-use residential and retail towers have been constructed to the south, including the Metropolitan Tower and 8th & Virginia. Lower height new mixed-use construction is located to the north. Several older buildings to the east and north are occupied by Cornish College for the Arts. A site owned by the Parks department is located across Lenora Street from the subject property and will be developed as a park in the future. The Talking Book and Braille Library and is the located adjacent to the site (*correction to this item in the EDG report: this building is not listed as an historic landmark in City records*). Seattle Police Precinct is located immediately adjacent to the south. Nearby parcels to the west are dominated by surface parking lots and 1-2 story older commercial structures. The existing streetscape reflects a mix of height, style, and age of construction types.

The proposed development site is located on a 120' x 128' site. The zoning is Downtown Mixed Commercial zone with height limits that vary based on proposed uses and bonus programs (240', 290' and 400'; DMC 240/290-400). Nearby zones include Downtown Office Core with a 500' height limit to the west and south, and Downtown Mixed Commercial with a slightly lower height limit to the southeast.

Lenora Street is a designated Green Street, and 8th Avenue is a designated minor arterial.

PROJECT DESCRIPTION

The proposal includes the construction of one mixed-use residential and restaurant/retail building with above and below grade parking. The proposed project consists of an approximately 400-foot tall tower including:

- Ground floor retail/restaurant/lobby
- Three levels of above grade parking and seven levels of below grade parking
- Work loft/studio areas separating some above grade parking from the street view
- One and a half levels of storage area for residents
- 32 floors of residential units
- One floor of residential amenity area

The proposal includes approximately 348 residential units, 3,507 square feet of retail and/or restaurant area at the street level, and 331 parking stalls.

The applicant will be required to obtain LEED Silver certification for the project in order to qualify for the proposed tower height. The proposed tower would be centrally located on the small site and cover almost the entire lot.

DESIGN REVIEW BOARD EARLY DESIGN GUIDANCE SUMMARY (FEBRUARY 9, 2010)

At the Early Design Guidance meeting held on February 9th, 2010 and after visiting the site, analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the *City of Seattle's Design Review: Guidelines for Downtown Development*⁷ of highest priority to this project:

- A-2 Enhance the Skyline
- B-1 Respond to the Neighborhood Context

- B-2 Create a Transition in Bulk and Scale
- B-3 Reinforce the positive urban form & architectural attributes of the immediate area
- B-4 Design a well-proportioned & unified building
- C-1 Promote pedestrian interaction
- C-2 Design facades of many scales
- C-5 Encourage overhead weather protection
- C-6 Develop the alley facade
- D-1 Provide inviting & usable open space
- D-2 Enhance the building with landscaping
- E-1 Minimize Curb Cut Impacts
- E-2 Integrate parking facilities

Summarized and paraphrased from the November 8th, 2007 EDG Report, guidance included the following:

- The applicant should work to carefully design the base to create human scale at the street, and create a cohesive design for the entire structure
 - The above grade parking and storage areas create an additional challenge for activating the base facades
 - Create a rhythmic façade in human scaled materials and details that relate to the residential and architectural context of the area
 - Design the tower and corner entry to create a coherent architectural concept, given the larger scale of the tower and the goal of human scale at the entry.
- Design the Lenora Street façade to respond to the Green Street designation, the human scale context, activate the street level, and respond to the future park across the street
- Landscaping should complement the entire design concept, respond to the Green Street designation, and respond to neighborhood context (Cornish college plan, Braille Library street improvements, future park)
- Minimize curb cut impacts to the pedestrian environment
- Continue to entertain the proposed departures, but concerned about the proposed Green Street façade height departure, given the proposed parking and storage above grade.

DESIGN RECOMMENDATION MEETING JUNE 22, 2010

On April 7, 2010, the applicant submitted for a Master Use Permit. On June 22, 2010, the Downtown Design Review Board convened for a Design Recommendation meeting. A model of the proposed development, material and color samples, and a presentation of the Recommendation packet graphics were presented for the Board members' consideration.

Dan Foltz of Weber Thompson presented the materials. He noted the following items:

- The proposed housing units would likely be market rate apartments
- Seattle Department of Transportation (SDOT) has reviewed the proposed extensions into the public right of way and finds them to be acceptable, subject to a yearly renewable permit (the 'scrim' framing the areas on the north and west facades, the proposed balconies at the lower levels, and the proposed overhead weather protection)
- SDOT has also reviewed the proposed curb cut at 8th Avenue and is not opposed to the proposed location

A summary of changes to the proposal as a result of EDG direction included:

- Building Base:
 - The above grade parking is now proposed to be clad with additional work studios and a façade treatment that includes a larger zinc frame 'scrim' and glass in a variety of colors and opacity
 - The area behind the glass would have an opaque wall with soft backlighting
 - The base façade would be lowered at Lenora St and raised at the south façade, reducing the proposed Green Street façade departure. This was done by relocating the internal storage areas from the Lenora St façade to the south façade.
 - The proposed stair tower at the north corner has been relocated to the east façade, adjacent to the vehicular easement.
- Lenora St:
 - Outdoor dining area adjacent to the restaurant use at Lenora St would help activate the street level, and columns would respond to the rhythmic façades in the area.
 - The proposed landscape plan responds to the Green Street designation, the Braille Library needs, and the future park across the street
 - The applicant has communicated with Geoff Wendtlandt of DPD (including coordination with Cornish College landscape plans), SDOT for street trees, and the Braille Library
 - Parks Department has no specific landscape or site plans for the future park across the street at this time.
- 8th Ave:
 - Residential entry would be located mid-block and separated from the restaurant entry
 - The garage entry at 8th Ave would be located further to the north and a retail space would be added at the south edge
- Corner entry:
 - The corner canopy would be higher and extend further from the building to respond to the larger scale of the tower above (departure requested for the height)
 - The corner entry would instead be two entries – the restaurant entry mid-block at Lenora St, and the residential entry mid-block at 8th Ave.
- Tower:
 - The proposed apartments would not include penthouse units. Instead, a shared common recreation area is proposed at the top floor with an outdoor patio facing south and an enclosed glass area facing north. The orientation will allow maximum outdoor sun exposure to the south and views to the north.

PUBLIC COMMENT

Thirteen members of the public signed the attendance sheet at the Design Recommendation meeting. The following comments were offered:

- Pleased with the overall design
 - Moved the stairwell away from the street front
 - Used work studios on the above grade parking façade
- Concerns regarding the inset entry at Lenora St being out of the line of sight and possibly used by homeless people for sleeping areas

- The street level façade should be set back at a consistent line along Lenora, to the level that the western half is shown at now
- Would the parking be visible from Lenora Street behind the glass façade?
 - No, a solid wall is located behind the glass façade. Only a low wattage glow of backlight would be visible from behind the glass.
- Concerns regarding possible reflection from the glass facades into 2200 Westlake units
- Concern that the design is not “Seattle” and could be found in any city. The design doesn’t respond to open views in the area, and instead would block views.
- Concerns about possible noise from the outdoor deck area at the top floor to residents in nearby towers.

BOARD RECOMMENDATIONS

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities, the Design Review Board members came to the following conclusions on how the proposed design met the identified design objectives.

1. Base

- The site location at the edge of the downtown towers and the location within the platting pattern mean that the proposed development will be visible for a very long time. The applicant has a responsibility to carefully integrate the tower and the base designs, and create a human scale at and near the street level.
- Issues include:
 - Challenge of cladding above-grade parking with application of a human scale material
 - Consider relocating storage from the 7th/8th levels to another area, and using those levels to provide open space and views to the future park across the street
 - Create a rhythmic façade in human scaled materials and details that relate to the residential and architectural context of the area
 - Create a cohesive design, integrating a human scale at the base and corner entry with the scale of the tower above

A. Site Planning and Massing – Responding to the larger context

A-2 Enhance the skyline. Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

Guidance from EDG: *The platting pattern of this area means that this site is located at the intersection of three streets and is a very visible location. The site is also located on a strong edge condition, with the taller downtown towers beginning immediately to the south. The nearby historic structures, the proposed park at Westlake and Lenora, the location of Cornish College in many lower buildings, and the lower height zoning to the north will leave this site at the leading edge of downtown towers for the foreseeable future.*

A tower at this location will be very visible in the skyline, and the tower facades will be highly visible from many angles due to the edge condition. It is therefore very important that the upper portion of the building is designed to meet this guideline. The Board noted that the conceptual designs are ‘on the right track’ and look forward to seeing further development of the tower concepts.

Recommendation response: The Board recommended that the arbor structure at the top floor on the south facing terrace should appear substantial and in a scale proportional to the tower, as viewed from adjacent towers and from the street level.

The proposal meets this guideline, subject to the conditions listed below.

B. Architectural Expression – Relating to the Neighborhood Context

- B-1 Respond to the neighborhood context. Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.**
- B-2 Create a transition in bulk & scale. Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.**
- B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.**

Guidance from EDG: *The immediate neighborhood context has changed over the past few years to become more residential in nature, especially with the development of 2200 Westlake. The architectural context includes newer development and several early 20th century commercial structures that provide a human scale for pedestrians and nearby residences. Lenora Street is a Green Street and should include a focus on the pedestrian environment and landscaping. A park will eventually be developed in the triangular parcel across Lenora Street from the project.*

As noted in Hot Button #1, the above grade parking presents a challenge in creating a human scale at the street level. The proposed development should include a rhythmic human scale façade at the base to respond to the neighborhood context.

The Lenora Street façade should contribute to an active street level, which could include additional building entries and/or outdoor dining areas.

The Lenora Street façade should be designed to respond to the nearby conditions, including the siting of the future park. The proposed massing includes storage at the top of the building base facing Lenora Street. Replacing the 7th and 8th level storage areas with amenity space for views to the future park would be one method to reinforce the positive urban form at this street front.

Recommendation response: The proposed design includes a façade treatment to mask the above grade parking levels, consisting of work studios and fritted glass with soft backlighting. A chase would be located between the glass and the parking to block views of the parking levels from the outside. The glass and work studios would be framed with a zinc ‘scrim’ (a projecting frame) that would extend from the building. The glass would include a variety of tints in shades of blue, and the work studios would include some small balconies with orange ‘gaskets.’ The Board encouraged the applicant to hire a glass artist to provide a composition for the variety of glass tints and shades.

The street level now includes a proposed restaurant with entry at Lenora St and a recessed outdoor area to widen the sidewalk and provide outdoor dining areas adjacent to the restaurant. The residential entry would be located at 8th Avenue, in addition to a small retail space between the proposed curb cut at 8th Ave and the Seattle Police Precinct building to the south.

Lenora Street landscaping plan includes large planted areas with street trees, bench seating areas, and a design that responds to the Braille Library and Cornish College streetscape improvements and plans.

The Board noted approval for locating the upper level storage areas to the south side of the building away from the future park, the orientation of the restaurant activity to Lenora St, the treatment of the above grade parking levels, and the proposed landscape plan at Lenora St.

The Board recommended a condition to increase the pedestrian scale of the street level façade, especially at the corner of Lenora St. and 8th Avenue. The relocation of the building entries further to the south and east, and raising the overhead weather protection at the corner result in a façade that doesn't relate well to the small human scale street level context in the area.

The applicant should work with DPD to modify the overhead weather protection at the northwest corner to ensure functional weather protection for pedestrians at the north and west facades, and modify the corner façade treatment to create a more intimate pedestrian scale. Possible methods to achieve human scale include articulation, discrete or smaller building elements, rhythmic architectural expression, and lower canopies.

The proposal meets these guidelines, subject to the conditions listed below.

B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

Guidance from EDG: *As described in Hot Button #1 above, the applicant should work to design a structure that includes human scale near the street level, and a cohesive architectural concept with the tower above.*

The Board noted that the additional street level setback at the corner of Lenora St and 8th Avenue is a positive direction, but the entry and canopy needs to be human scale, and the scale needs to relate to the overall tower expression at that corner. The applicant is challenged with creating a coherent architectural concept to relate these opposing scales.

Recommendation response: Comments reflect those related to the streetscape and street level corner design described in the response to guidelines B-1, B-2, and B-3.

The proposal meets this guideline, subject to the conditions listed below.

C. The Streetscape – Creating the Pedestrian Environment

C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

Guidance from EDG: *The Lenora Street façade should contribute to an active street level, which could include additional building entries and/or outdoor dining areas. The corner development at 8th Avenue and Lenora Street should promote pedestrian interaction through appropriate siting of outdoor dining areas and streetscape development to encourage pedestrian interaction.*

Recommendation response: The Board responded positively to the proposed Lenora Street façade, including the restaurant entry location, the street level façade setback with outdoor dining area and wider sidewalk.

The proposal meets this guideline.

C-2 Design facades of many scales. Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

Guidance from EDG: *Comments reflect the guidance related to Hot Button #1 and guideline B-4. The Board noted that the design needs to integrate a human scale near the street level with the scale of the tower. The solution isn't necessarily facades of many scales, but instead a 'marriage' of these facades in an overall cohesive design. The Board noted that the proposed above grade parking will present a challenge in creating human scaled façade design on the base. Providing occupied spaces at the base would show human activity and provide eyes on the street.*

Recommendation response: Comments reflect those related to the streetscape and street level corner design described in the response to guidelines B-1, B-2, and B-3.

The proposal meets this guideline, subject to the conditions listed below.

C-5 Encourage overhead weather protection. Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.

Guidance from EDG: *The Board applauded the proposed continuous overhead weather protection in a variety of heights and depths to create visual interest. The corner canopy may need some attention to create overhead weather protection that is low enough to be functional and at human scale, while also relating to the overall tower expression at that corner.*

Recommendation response: Comments reflect those related to the streetscape and street level corner design described in the response to guidelines B-1, B-2, and B-3. Specifically related to this guideline, the Board directed the applicant to work with DPD to modify the overhead weather protection to ensure functionality and create human scale street level development.

The proposal meets this guideline, subject to the conditions listed below.

D. Public Amenities – Enhancing the Streetscape and Open Space

D-1 Provide inviting & usable open space. Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.

Guidance from EDG: *Comments reflect the guidance related to street level open space at the corner of 8th Avenue & Lenora Street (see guidance in response to guidelines C-1 and C-5).*

Recommendation response: The Board responded positively to the proposed Lenora Street façade, including the restaurant entry location, the street level façade setback with outdoor dining area and wider sidewalk.

The Board recommended that the applicant modify the proposed overhead weather protection at the corner, as described in response to guideline C-5.

The proposal meets this guideline, subject to the conditions listed below.

D- 2 Enhance the building with landscaping. Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.

Guidance from EDG: *The proposed green wall on the south facing façade adjacent to the Seattle Police Precinct driveway on 8th Avenue needs additional design attention. If a green wall is proposed at this location, it should relate architecturally to the overall design concept at other facades and street level development.*

Additional detail regarding the proposed landscape plan should be presented at MUP application and in the Design Recommendation meeting materials.

Recommendation response: The applicant modified the proposal since EDG to remove the south facing green wall from the proposal. Landscaping was instead focused on the street level areas at the sidewalks on Lenora St and 8th Ave, as described in response to guidelines B-1, B-2, and B-3. The Board expressed support for the thoughtful landscape design that reflects the context and plans for other streetscape improvements in the area.

The proposal meets this guideline.

E. Vehicular Access and Parking – Minimizing the Adverse Impacts

E-1 Minimize curb cut impacts. Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.

Guidance from EDG: *There was general Board support for the proposed curb cut at 8th Avenue, since it was seen as removing potential traffic from Lenora Street and it would be located next to the Seattle Police Precinct driveway on 8th Avenue.*

The Board noted that if the proposed design includes the curb cut at 8th Avenue, it should be designed to minimize conflicts with the pedestrian environment and should be designed to minimize visual impacts to the streetscape.

Recommendation response: The applicant has proposed the 8th Ave curb cut would be a minimal width, with proposed street level landscaping, and a small retail space between the curb cut and the Police Precinct to the south. Landscaping areas and street trees in the sidewalk will help to minimize the appearance of the curb cut. The small retail space between the proposed curb cut and the existing Police Precinct curb cut will help to minimize the appearance of curb cuts at 8th Ave.

The proposal meets this guideline.

E-2 Integrate parking facilities. Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.

Guidance from EDG: *Comments reflect the guidance related to screening the building base, which consists largely of above grade parking (see guidance in response to Hot Button #1 and guidelines B-1, B-2, B-3, B-4, C-2, and D-2). The Board suggested wrapping the corners with the work loft uses on the base.*

The guidance also includes better utilization of the upper levels of the building base to take advantage of the views to the north (see guidance in response to guideline B-3).

Recommendation response: Modifications to the above grade parking level façade treatment is described in response to guidelines B-1, B-2, and B-3. The Board expressed support for the playful and interesting façade treatment, given the challenge of creating a sense of human scale treatment for above grade parking.

The proposal meets this guideline.

RECOMMENDATION AND CONDITIONS

The recommendations summarized below were based on the design review packet dated June 22, 2010, and the materials shown at the June 22, 2010 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and initial recommendation conditions, and reviewing the plans and renderings, the four Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS (Authority referred in the letter and number in parenthesis):

1. The arbor structure at the top floor on the south facing terrace should appear substantial and in a scale proportional to the tower, as viewed from adjacent towers and from the street level. The proposed design should be reviewed and approved by the Land Use Planner prior to publishing of a Master Use Permit. (A-2)
2. The overhead weather protection at the northwest corner should be modified to ensure functional weather protection for pedestrians at the north and west facades, and the corner façade treatment should be modified to create a more intimate pedestrian scale. Possible methods to achieve human scale include articulation, rhythmic architectural expression, and lower canopies. The proposed corner and canopy design should be reviewed and approved by the Land Use Planner prior to publishing of a Master Use Permit. (B-1, B-2, B-3, B-4, C-2, C-5, D-1)

DEVELOPMENT STANDARD DEPARTURES

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION FOR DEPARTURE	BOARD RECOMMENDATION
Maximum Tower Width SMC 23.49.058.D.2 Maximum façade width above 85' height on the "avenues" is 120' or 80% of lot width	In this case, maximum tower width is 96' on 8 th Avenue (based on 120' lot width).	At the widest point, the tower would be 110' wide, or 92% of the lot width.	The thin point of the tapered facade of the tower fronting 8th avenue is approximately 90 feet wide (75% of the lot width). The widest point is approximately 110 feet. The proposed tower shaping with functional spaces and visual interest.	Recommended approval by 4 Board members

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION FOR DEPARTURE	BOARD RECOMMENDATION
<p>Street Level Use SMC 23.49.009.B.3</p> <p>At least 75% of the street level uses shall be from the list of required uses. Required uses shall be within 10' of the property line.</p>	<p>The proposed required use (retail) shall occupy 75% of the façade and shall be located within 10' of the property lines.</p>	<p>A departure has been requested to decrease the required street level use to 43.5% along 8th Ave</p>	<p>The Board had requested that the applicant orient the retail and restaurant uses to Lenora St, in order to activate that façade and take advantage of the future park activation across the street. Lenora St is not required to have this level of street use.</p> <p>The applicant has also added a small retail space to 8th Ave with the lobby that is intended for active use.</p>	<p>Recommended approval by 4 Board members</p>
<p>Façade Height on a Green Street SMC 23.49.058.F.2</p> <p>The maximum height of a façade at a green street shall be 45'.</p> <p>Above that, the building shall be set 15' back from the property line.</p>	<p>45' maximum façade height on Lenora Street.</p> <p>15' setback required above that height.</p>	<p>53' maximum height on Lenora Street, including the top of the railing.</p> <p>6' setback above 53', to allow the curve of the tower to extend out.</p>	<p>The applicant has located above grade parking to the south façade, providing a height difference in the lower levels of the structure and breaking the monotonous appearance of horizontal mass at those levels.</p> <p>The railing at the top of the Lenora St 53' height would be glass, so the appearance of wall height would be closer to 51'. The street level has been set back to allow a wider sidewalk with enhanced planting and seating areas.</p>	<p>Recommended approval by 3 Board members.</p> <p>(note: 3 Board members supported the entire departure request. 1 Board member supported the Green Street façade height, but not the reduction of the required 15' setback above 45' height.)</p>

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION FOR DEPARTURE	BOARD RECOMMENDATION
<p>Structural Overhang 23.53.035.A.2</p> <p>Overhead horizontal projections for architectural detail – maximum dimensions</p>	<p>Architectural projections such as cornices, belt courses, etc. are limited to:</p> <p>1' horizontal extension</p> <p>2'6" vertical dimension</p>	<p>Allow projections on Lenora St for the 'scrim' zinc frame:</p> <p>18" horizontal projection</p> <p>Eliminate the 2'6" maximum vertical dimension</p>	<p>The proposed 'scrim' frame would be a more modern expression of the belt course allowed by this code section. The proposed façade treatment would be consistent with the proposed design and help to visually break up the scale of the above grade parking façade treatment.</p>	<p>Recommended approval by 4 Board members.</p>
<p>Overhead Weather Protection 23.49.018.D</p> <p>Overhead weather protection maximum height</p>	<p>Overhead weather protection shall be between 10-15' above the sidewalk</p>	<p>Allow the canopy to be up to 19' above the sidewalk at the northwest corner</p>	<p>The raised canopy would also extend further from the building to provide functional weather protection. The taller larger canopy ties the scale of tower and street level together.</p>	<p>Recommended approval by 4 Board members, subject to the conditions listed above.</p> <p>The Board noted that 19' high appears to be too high, but a departure for canopy height is recommended for approval, subject to the conditions listed above.</p>